

The Hong Kong Daily Press.

HONGKONG, MONDAY, MARCH 2ND, 1885.

二月三日英華報

PRICE \$21 PER MONTH

No. 8483 三十八年四月八日

一月二日

INTIMATIONS.

ARMY CONTRACTS, 1885-6.

TENDERS in Duplicate marked on the Cover "TENDER FOR ARMY CONTRACTS" will be received until 12 O'CLOCK NOON, on SATURDAY, the 7th March, 1885, for the Undersigned, SUPPLIES and SERVICES required by the Commissioner and Transport Department at Hongkong and Outports during the year from 1st April, 1885, to 31st March, 1886.

SUPPLIES.—1. For 1st. Maj. Troops.—Provisions, Fuel and Light, &c. 2. For Hospitals.—Provisions, Fruit, Wine, Porter, Ale, Spirits, &c.

SERVICES.—3. Scavenging, Sweeping Chimneys and Supplying dry earth to Latrines. 4. Cleaning and Supplying Oil for Exterior Paints. 5. Repairing Commissioned Boats. 6. For the purchase of empty Porter Casks. Samples to accompany each Tender for Supplies.

Forms of Tender, Conditions of Contract, &c., can be obtained on application at the Commissioner's Office, between the hours of 10 A.M. and 4 P.M. Daily.

The Secretary of State for War reserves to himself the right of accepting the whole or a portion of any Tender and does not bind himself to accept the lowest.

Commissioner and Transport Office, 25th February, 1885.

WANTED.

A SMART INTELLIGENT YOUNG MAN to take Charge of the POLICE STATION DURBAN.—A married man preferred.

The Particulars as to Salary &c., apply to the CAPTAIN SUPERINTENDENT SHANGHAI MUNICIPAL POLICE FORCE. Applications received until the 10th of March.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half-year ending 31st December, 1884, at the rate of 12½ Pounds Sterling per Share of £100 is payable on and after MONDAY, the 2nd March, at the Offices of the Corporation where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors.

T. JACKSON, Chief Manager.

Hongkong, 28th February, 1885.

FOR SHANGHAI.

THE Steamship

"YANGTSZER."

Captain F. Schulz will be despatched for the above Port TO-DAY, the 2nd instant, at NOON. For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, 2nd March, 1885.

FOR SINGAPORE, HAVRE AND HAMBURG, VIA SUEZ CANAL.

THE Steamship

"FERONIA."

Captain P. Paulson will be despatched for the above Ports TO-DAY, the 2nd instant, at FIVE P.M. For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, 2nd March, 1885.

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FOR YOKOHAMA AND HIODO.

THE Steamship

"FOOKSANG."

Captain H. G. will be despatched as above TO-DAY, the 2nd instant, at FIVE P.M. For Freight or Passage, apply to JARDINE, MATTHESON & Co.

Hongkong, 28th February, 1885.

FOR YOKOHAMA AND HIODO.

THE Steamship

"GLENEARNS."

Captain Park will be despatched as above TO-MORROW, the 3rd inst., at THREE P.M. For Freight or Passage, apply to JARDINE, MATTHESON & Co.

Hongkong, 28th February, 1885.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENEARNS."

Captain Park will be despatched as above TO-MORROW, the 3rd inst., at THREE P.M. For Freight or Passage, apply to JARDINE, MATTHESON & Co.

Hongkong, 28th February, 1885.

FOR CHEFOO AND TIENTSIN.

THE Steamship

"POICCIOLA."

Captain Nissan will be despatched for the above Ports TO-MORROW, the 3rd March, at FOUR P.M. For Freight or Passage, apply to MELCHERS & Co.

Hongkong, 28th February, 1885.

FOR MANILA, DIRECT.

THE Spanish Steamer

"ANTONIO MUNOZ."

Captain Osoro will be despatched for the above Ports TO-MORROW, the 3rd March, at FIVE P.M. For Freight or Passage, apply to REMEDIOS & Co.

Hongkong, 28th February, 1885.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"STENTON."

Captain Edwards will be despatched as above on WEDNESDAY, the 4th March. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th February, 1885.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"BELLEROPHON."

Captain Edwards will be despatched as above on WEDNESDAY, the 4th March. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

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NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the Governor and His Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRIES,
And
GENERATED WATER MAKERS,
SHIPS' MEDICINE CHESTS REFITTED
PASSENGERS' SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm of A. S. Watson and Co.,
HONGKONG DISPENSARY. [21]

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed to "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

DEATH.
On the 27th ultimo, on board the Hospital ship *Mersey*, Captain PATRICK DIXON, Port Glasgow, Scotch Clerk in the Ordnance Stores Department, aged 45 years.

The Daily Press.

HONGKONG, MARCH 2ND, 1895.

As the Hon. W. Kewick remarked, the turning of the first sod of the Bowen Park on Friday last will be remembered as an important era in Hongkong, in the improvement of the Wong-nee-chong valley for the general public. The drainage of the valley is required in the interest of the increasing population in the eastern district of Victoria on sanitary grounds, and the formation of the intended park will undoubtedly tend to increase the value of property in that direction. The estimated cost is \$25,000, and this will, the GOVERNOR tells us, be spread over two or three years. In return for this outlay, the public will have a greatly improved Racetrack, and a recreation ground accessible to all classes of the population. There will be a cricket ground and tennis lawns for the public, a polo-ground, and carriage-drives and walks, tastefully laid out. The Bowen Park, as it has been fittingly named it for the use of the public, will be available for sports of all kinds, for public games, and for military reviews. At present the only ground available for athletic sports is the Cricket Ground adjoining the Military Parade Ground, and even this might perhaps have to be surrendered if the Garrison be materially increased by and by, a contingency by no means improbable. Even supposing, however, that the Cricket Ground continues to remain at the disposal of the public, it is wholly insufficient for the wants of the growing community. We refer now not only to the British and European section of the population and the large number of growing boys belonging to it, but to the Portuguese and Chinese youth, who are gradually developing a taste for sports which should receive every encouragement. It is most desirable that adequate provision should be made for outdoor recreation and that a taste for social athletics should be fostered among the rising race of these communities. The fact ought to be practically recognised that the Portuguese and Chinese have an equal right to that *corpus sanum* which alone ensures the *mens sana*, the well balanced mind, and this cannot be done while there is no place where they can freely indulge in athletics or sports. The Portuguese youth have latterly come to the front; the juvenile athletic sports, and many of them are learning to play cricket. We hope that when the Bowen Park is opened there will be ample scope and scope for the development of several cricket clubs, and that many games will become popular among the colonial youth of all nationalities. While according to the youth of Hongkong a place for exercise and pleasure, the Bowen Park will also give to their seniors a charming place of resort, where they can enjoy the beauties of nature without toiling up the hills, and we have no doubt the railway of the future will convey numerous visitors to the Valley for this purpose. The immediate vicinity of so delightful a spot should not, moreover, be without its influence in the settlement of the large area now being reclaimed in Causeway Bay, affording a site for a large suburb of the city, which indeed it is destined eventually to become. The name of His Excellency the GOVERNOR has been linked with many places and institutions in different colonies, but with none which has a more laudable object or one that is likely to yield more gratification than the Bowen Park to the people for whose benefit it is to be made.

This railway seems not only to be doing excellent work in Japan but also to be paying good interest on capital. The sixth report of the Railway Company of Japan has been published, and a dividend at the rate of ten per cent. was declared for the second half of 1894. This result is very satisfactory, especially at a time when trade is depressed and unremunerative, when steam shipping returns on a very modest interest on the capital employed, and most industrial undertakings are adversely affected by the restricted condition of trade in every part of the world. In the United Kingdom, few railways yield more than four per cent, and five is considered exceptionally good interest, sending the share to a premium. The Taft Vale Railway, it is true, has paid ten per cent. for years, but that was due to the exceedingly heavy mineral traffic on the line. The Railway Company of Japan have therefore sound reason for congratulating themselves on the success which has followed their enterprise, and it may be regarded as a proof of their

gratification with the working of their railways that they have decided to double their capital. The work of railway construction is now going on actively in Japan, and in another decade the railway system there will be quite an extensive one. The Japanese Government and people have for some time been fully alive to the importance of having a "means" of communication, and they have entered upon the task of connecting the centre of industry and population with the seaboard of the islands in real earnest. We can only hope that they will not make the mistake, through the schemes of speculators, of constructing railways where they are not wanted or where there is no chance of their returning any interest on capital. In those cases the best plan is to improve the existing roads and start coaches or vans; jinrikishas will serve in many cases. In England a great many lines have been constructed either to compete with existing railways because of their illiberal management or in order to enable a body of speculators in land or mines to do a grand stroke of business. Japan should profit by the experience of other countries and only construct lines at first where there is a certainty of a remunerative traffic. Meantime to all who watch with interest the efforts of the natives of the land of the Rising Sun to place themselves abreast with Western nations, it is pleasing to note the progress made, and to mark no indication of a reactionary spirit setting in.

The jury list for 1895 is published in Saturday's *Advertiser*.

The German corvette *Steck*, Captain Noske, left here yesterday for Kowloon.

The French cruiser *La Perouse*, Captain Mequet, left here yesterday for Colombo.

H.B.M.'s double-screw gun-vessel *Swift*, Commander Bromley, left here on Saturday for Shanghai.

Mr. H. J. Rodriguez is gazetted clerk and usher of the Supreme Court, provisionally, vice Mr. F. E. Fernandes, resigned.

There were very few cases to be dealt with at the Police Court on Saturday, and all were of a very trivial and uninteresting character.

A telegram received at Shanghai on the 22nd February from Tientsin stated that the ice was ten inches thick and decreasing, and that the weather was mild.

The Agent informs us that the O. & O. steamer *Arabic*, with mails, etc., from San Francisco has arrived at Yokohama and was to sail thence for this port yesterday.

The General Managers (*Messrs. Jardine, Matheson & Co.*) inform us that the Indo-China S. N. Co.'s steamer *Taiping*, from Calcutta, with the Indian mail, left Singapore yesterday for this port.

We are informed by the Agents (*Messrs. Butfield & Sivis*) that the Ocean Steamship Company's steamers *Prizam*, from London, and *Gloucester*, from Liverpool, left Singapore for this port yesterday.

A Marine Court of Inquiry will be opened at the Harbour Office at 10.30 a.m. to-day to investigate the circumstances attending the loss of the Union Line steamer *Castilla* on Flat Island, in the Tathong Channel, on the 18th ult.

We have that a telegram has been received stating that the date in the House of Commons of the proposed code of the Gladstone Government ended in a division, when the motion was lost, the Government majority being four.

By private advice from Nagasaki on the 24th February the *Courier* learns that the Japanese Government is sending a special embassy to Peking to consider the Korean imbroglio and intends to demand the dismissal of the Chinese troops from Soul.

The German steamer *Fidelio* went over to Kowloon docks and the British steamer *Mount Lebanon* left there on Saturday. The Spanish steamer *Alfonso* came round from Aberdeen on Saturday, and the Spanish steamer *Francisco* from Rio to Kowloon to-day.

By private advice from the North the *Courier* learns that the Dunn-Pender loan of £2,000,000 has fallen through. The *Courier's* informant does not mention what is the difficulty that has prevented the completion of the contract, probably there has been some uncertainty about the security.

As we in the *Japan Herald* hear that there is to be a railway from San Chia Tien on the Hwan-hu, opposite the yellow tiles works, to the northwest angle of Peking, it is known that Prince Chun has some coal mines near San Chia Tien. When the railway is completed the price of coal will drop to less than half of what it is now.

The following additional passages have been engaged per P. & O. Co.'s steamers:—

Kaiser Hind, 28th January.—To Hongkong—London, 1st class, £1,400. *Empress*, 1st February.—To Hongkong—Colombo, 1st class, £1,400.

Dauphine, 1st February.—To Hongkong—Colombo, 1st class, £1,400.

Alfonso, 1st March.—To Shanghai—Macao, Fuzhou, and Santosa.

The Shanghai *Courier* of the 24th February says:—The Indo-China Company's steamer *Souaco* was to have left this morning for Swatow, and the same Company's steamer *Amoy* was also to have left to-day for Foochow. Both these vessels had rice among their cargo, and their departure was postponed till the contract art could be discharged, and rice was being unshipped this afternoon. The departure of *Messrs. Siemssen & Co.*'s steamer *Amoy* has also been postponed for a similar reason.

The difficulty as regards delivering war material to the Chinese Government, states the *Hongkong*, will commence after leaving Hongkong, and even in this there seems an easy method of evading responsibility. Korea has the status of an independent kingdom, and that capacity has entered into treaties with the Chinese to export goods from Hongkong. British territory in Korea, however, Korea cannot possibly entail greater danger from "the exercise of strict border-right" than if the voyage were to Korea; there would be no great difficulty in getting any quantity of warlike stores into China, at all events until such time as the French established a much more stringent blockade of the Chinese coast than they have hitherto at Formosa.

LATEST TELEGRAMS.

LONDON, 27th February.—THE BRITISH GOVERNMENT AND RICE CARGOES IN CHINA.

The Under-Secretary of State for Foreign Affairs, in reply to a question in the House of Commons, said that the Government cannot consent to Rice Cargoes being Sealed Contraband of War, and that this would be notified to the French Government.

THE OLD ORIENTAL BANK CORPORATION.

A dividend of ten shillings in the pound has been authorized by the Official Liquidator of the Oriental Bank Corporation.

[FROM "N. C. DAILY NEWS"]

THE FRENCH FLEET.

NINGPO, 23rd February, 4 p.m.

The French fleet has gone South.

THE FORTY THIEVES" AT THE THEATRE ROYAL.

On Friday evening the Willards provided another very enjoyable entertainment at the Theatre Royal, when, with the assistance of a number of amateurs, the burlesque of "The Forty Thieves" was produced. His Excellency the Governor was present, and the house was increased by \$1 million of dollars on the year, standing now at the respectable figure of \$1,000,000, or the equivalent of £100,000.

The orchestra was composed of two violins,

flute, violoncello, and piano; the three first being played by amateurs and the piano and violoncello by Mr. Cattaneo and Mr. Pirou respectively.

This combination formed a very pleasing

accompaniment for the songs, and for the pieces they played between the acts the musicians re-

ceived a good deal of applause.

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EXTRACT.

MR. PETTIE'S STUDIO.

This is a room 30 feet long by 30 feet wide, and high in proportion, very light, of which the first effect is rather bold. Mr. Pettie is proud of it as a good work-room, and this undoubtedly, it must be, while for happy, and scientific arrangement of light it probably has not its rival in London. It is evident the artist is not a lover of artistic litter; as his pictures, solid and serious, so is his house. A wooden door runs round the room, whence spring forth at intervals the butted wooden pilasters of the exterior. A large window, facing the south, lets in a flood of light, regulated by a blind pulling up from the ground. A heavy curtain of a rich dark brown hangs beside this window, and can be drawn round in the form of a deep semicircle, thus leaving a cosy niche behind its folds. Here stands a comfortable-cushioned sofa and a small table bearing Havana cigar.

That Mr. Pettie is a great smoker there are many indications in his workshop. From this point we can best survey the room, and towards this spot naturally all the easels look that are disposed, apparently at random, about the large square space. The floor is of dark inlaid polished wood, with here and there an eastern rug spread to break its monotony of chill surface. Immediately opposite the window is the fireplace, also of wood, simple and dignified in design, enclosing an Abbotsford stove flanked on each side by dark red-brown tiles, and surrounded by a low fender of the same material. Above the fireplace, and stretching across nearly the whole side of the wall, is a fine piece of ancient Flemish tapestry, designed, it is said, by Rubens, representing the triumph of Antony and Cleopatra. Beside the fireplace, on either side, is a pile of quaint and rusty weapons—ancient muskets, carbines, blunderbusses, halberds, broadswords, pikes, lances, and whatnot else of implements of older warfare. Indeed, that arms and armour have no attraction for Mr. Pettie we should learn from his studio did we not know it from his canvases. Upon the chimney-piece, by way of ornament, lie curious old pistols and other smaller instruments of murder, flanked on each side by upright brass lamps of that gay whose introduction into our streets has done so much to check the illicit warfare beloved of men in the days of Mr. Pettie resuscitated for us with his skilful brush. As chief ornament of the mantelpiece stands a small clay sketch of Sir Frederick Leighton's "Pithon Slayer," brave animal force being thus contrasted with the implements of human invenitiveness. Each side the fireplace stand carved wooden cabinets, surmounted by two complete suits of fine armour, one of the character of that worn about the period of the Commonwealth, the other a demi-armor of the time of Henry VIII. On a table close by lie cross-bows and a shield of the Crusader pattern.—*Magazine of Art.*

A VISIT TO A CONVICT PRISON IN ITALY.

The Naples correspondent of the *Daily News* writes as follows:—The group of the Ponza Islands, though only six hours' steam from Naples, rarely attracts one of the many visitors to this city. My object being to obtain an insight into the management of the "bagni" of Santo Stefano, full of noted brigands and murderers, I went there provided with a permission kindly granted to me by the Italian Government. Santo Stefano is a bell-shaped rock, 450 feet high and a mile in circumference. The landing is effected by steps hewn in the precipitous rock, and in stormy weather the island is inaccessible. The prison is almost the only building on the landing; barracks for the soldiers, and offices for administration being adjoined. The number of the convicts actually present that day was 744, the majority having been condemned to death, but, in accordance with the Italian custom, had had their sentences commuted to penal servitude for life, with hard labour. The rest were under sentence of imprisonment for terms varying from seven to twenty years, with hard labour. The greatest criminal of all (such a distinction being only possible by taking into account the number of murders committed) is one named Crocco, who, from 1860-1864, was the terror of the province of Basilicata. Once a corporal under the Bourbons, he formed a band of nearly 1,000 malefactors, and had several successful encounters with the national troops. He has no less than 21 murders on his conscience, besides incendiaries, and in all he has been convicted of 40 crimes. He is one of the few inmates of Santo Stefano who can read and write. I visited him in his cell, and found a powerfully-built man, but the force of his aspect was much tamed down by his being clean shaved and cropped. In conduct he is quite a model prisoner. Next to him in infamy is Verroni, the gaoler of women, who strangled his victims with no other object than that of indulging a fiendish delight in witnessing their death struggle. He is of dwarfish stature, and the very personification of Quip, Lopiano, a famous brigand and murderer, from the province of Cosenza, who voluntarily gave himself up to justice in order to obtain the reward of 20,000 francs offered by the Government for his capture. He actually received the money, which he left to his family. He is now an excellent worker in iron. The expression of his face is mild, though he boast of a nose which is probably the longest to be found in Italy. A convict on his arrival first performs his prison toilet. He is shaved and dressed in a coarse shirt, and brown and yellow striped jacket of coarse worsted, and trousers of the same. Round his waist is a leather belt, to which is attached a new chain weighing 8 lbs., which is also screwed fast to a ring round the ankle. A square woolen cap without brim—ed if its wearer is condemned for a number of years and green if for life—completes the outfit. The prisoner is then placed in solitary confinement for a month, after the laps of which he is chained to another convict, and becomes a member of the third category for six months. Should he behave well, he then advances into the second category, and his chain is exchanged for one of only 4 pounds weight, but he is still coupled with another felon. He remains in this second category, if not sentenced to more than ten years' imprisonment for two years; otherwise he remains there for three years. In none of these categories is any labour performed, or only exceptionally, by a convict of the second category. Hard labour is considered not a punishment, but a reward. Having served his time in the second category, the convict, relieved of his companion, and with his chain reduced to 3 lbs. weight, passes to the first category, from which the convicts selected for out and indoor labour. Unfortunately for both prisoners and directors, work for only about 150 convicts can be obtained just now. Some are employed as tailors and shoemakers, others as locksmiths, masons, &c. A somewhat extensive day-spinning concern had to be closed on account of the losses it entailed. Entering the prison-yard from the precincts of the building, we found ourselves in a large amphitheatre formed by three tiers of galleries of a horse-shoe shape, each gallery containing 33 cells, the dormitories of the convicts, who are generally from seven to nine in one cell. From sunrise to sunset they stay outside on the narrow terrace which runs along the cells, and thus can all be seen at once. The terrace is divided by walls at every other cell, limiting the walk of the occupants of the two cells to a space of about 20 paces. The 14 to 16 persons are therefore in constant intercourse. The

clatter and din of the chains, the confused hum of 800 voices, the curious, defiant, or haughty glances cast at us by the criminals, their restless movements and forbidding countenances, are indescribable. Sentences of punishment for life are carried out to the letter in Italy, therefore the criminal has no hope of improvement, nor fear of rendering his position more terrible and milder have repeatedly occurred within the prison. At my request the iron gate leading to the gallery and cell occupied by the famous Palermite brigand Bandazzo was opened. He captured our countryman Mr. Forrest Ross, only releasing him on payment of a ransom of 40,000 francs. Bandazzo made a remarkable escape from the prison when being taken to the galleys in 1797, but was at last recaptured three years ago. He is still in the second category, and chained to another convict. On our appearance he lifted his cap, accompanying the act, however, with a determined haughty glance. The cell, which he shares with six other prisoners, is about 20 feet long by 16 wide; it is smelt strongly of garlic. What the cell must be like, when closed at night, with 90 degrees Fahrenheit temperature, may be imagined, all means of ventilation being absent. One human trail in the prisoners is the love of such pots as they are able to obtain. They make nests of cardboard and hang them out on the terrains, and numbers of sparrows, attracted by crumbs of bread, take up their abode therein. The prisoners also cultivate a few plants in pots. The severest discipline is of course maintained in the prison, but has not always been successful in keeping the hardened crew in order.

MOZART'S INTRODUCTION TO THE PUBLIC.

If the true artist, as some cultured critics say, will recoil with horror from the sensational, what (says the *Pall Mall Gazette*) must Mozart have felt on his first introduction to the public? The programme of his first performance, drawn up by his father at Frankfurt in 1764, has lately been discovered in Germany, and, according to the *Guardian*, runs thus:—My daughter twelve years old and my son of seven, the son being the greater. Mozart will execute the concerto of the greatest masters on several kinds of pianos, and my boy on the violin likewise. My son will cover the fingerboard of the piano with a cloth and play as if it were not covered. He will guess both standing near or at a distance any note, any accord sounded on the piano, a bell, or any other instrument. In conclusion, he will improvise as long as desired both on the organ or the piano, in all keys, over the most difficult, as anyone may choose. But his rendering of organ music differs greatly from that of the piano."

A GREAT LAKE IN THE NORTH OF CANADA.

While the world's most daring explorers have been tracing the boundaries of the Polar Sea, and navigating the streams and newly-found lakes of Central Africa, a remarkable discovery has been made within a thousand miles of this city, by the Geographical Society of Quebec. Within 500 or 600 miles of the northern boundary of Maine there has been found, if this report made by the members of the Society are worthy of belief, an inland sea as large as Lake Superior. Midway between the St. Lawrence River and the southern extremity of Hudson's Bay, stretching in a north-easterly direction from Ontario to Labrador, is a watershed of slight elevation, designated on the maps as "Height of Land." A few miles to the northward lies a small lake known as Lake Mistassini, from which a stream, known as Rupert's River, flows into the southern extremity of Hudson's Bay. The region beyond the watershed, between Labrador and Hudson's Bay, is uninhabited except by a few Indians and the traders of the posts established many years ago by the Hudson's Bay Company. In this region, not far from the small lake Mistassini, which may be seen on the maps, lies the great lake which has recently been found.—*New York Times.*

PRINCE BISMARCK'S LETTERS.

A selection of over 100 letters written by Prince Bismarck between 1851 and 1858 by to be published in Leipzig. Some of the letters, proof-sheets of which have reached Paris, contain Prince Bismarck's estimate of various statesmen and notable persons with whom he came in contact. Others are exclusively political, but their interest has been materially diminished by the great changes which have taken place in Europe since they were written. The following extract, however, is important, as showing the value he sets upon an alliance with Powers that shrink from the responsibility their position entails upon them, and gives a clue to the principles that guide his policy in 1858:— "I do not see why we should link our fate with that of a powerful neighbour, who, as far as I can see, is the harbinger of Austria. We can keep the sea better than she can, and everybody courts our alliance. Great storms are the weather that suits us best, and we can use troubled times fearlessly, and without any consideration for others. Do we desire to become greater? In that case, with our 400,000 men, we must not be afraid of standing alone. Let us leave others to fight; by not siding with any one we are in a far better position than by linking ourselves at present with Austria. The greater the difficulties in Europe the more valuable will be our alliance, and the greater price we shall get for it."

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